

OHIO PUBLIC WORKS COMMISSION

65 East State Street, Suite 312

Columbus, Ohio 43215

(614) 466-0880

CBB07

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 6/90

IMPORTANT: Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

APPLICANT NAME

City of Cincinnati

STREET

801 Plum Street

CITY/ZIP

Cincinnati, Ohio 45202

PROJECT NAME

Kellogg Avenue Widening

PROJECT TYPE

Street Rehabilitation

TOTAL COST

\$ 350,000

DISTRICT NUMBER

2

COUNTY

Hamilton

90 SEP 14 P 3: 19

OFFICE OF THE
COUNTY ENGINEER

PROJECT LOCATION ZIP CODE

45226

DISTRICT FUNDING RECOMMENDATION

To be completed by the District Committee ONLY

RECOMMENDED AMOUNT OF FUNDING:

\$ 315,000.00

FUNDING SOURCE (Check Only One):

State Issue 2 District Allocation

☐ Grant

☐ Loan

☐ Loan Assistance

☐ State Issue 2 Small Government Fund

☐ State Issue 2 Emergency Funds

☒ Local Transportation Improvement Fund

FOR OPWC USE ONLY

OPWC PROJECT NUMBER:

OPWC FUNDING AMOUNT: \$

1.0 APPLICANT INFORMATION

1.1 CHIEF EXECUTIVE
OFFICER
TITLE
STREET

Gerald Newfarmer

City Manager

801 Plum Street

Room 152 City Hall

CITY/ZIP

Cincinnati, 45202

PHONE

(513) 352 - 3241

FAX

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1.2 CHIEF FINANCIAL
OFFICER
TITLE
STREET

Frank Dawson

Director of Finance

801 Plum Street

Room 250, City Hall

CITY/ZIP

Cincinnati 45202

PHONE

(513) 352 - 3732

FAX

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1.3 PROJECT MGR
TITLE
STREET

Robert Cordes

Principal Highway Design Engineer

801 Plum Street

Room 435, City Hall

CITY/ZIP

Cincinnati 45202

PHONE

(513) 352 - 3409

FAX

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1.4 PROJECT CONTACT
TITLE
STREET

Doug Perry

Senior Engineer

801 Plum Street

Room 435, City Hall

CITY/ZIP

Cincinnati 45202

PHONE

(513) 352 - 3407

FAX

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1.5 DISTRICT LIAISON
TITLE
STREET

William Brayshaw

Chief Deputy Engineer

Hamilton County Engineer's Office

223 West Galbraith Road

CITY/ZIP

Cincinnati 45215

PHONE

(513) 761 - 7400

FAX

(513) 761 - 9127

2.0 PROJECT INFORMATION

IMPORTANT: If project is multi-jurisdictional in nature, information must be consolidated for completion of this section.

2.1 **PROJECT NAME:** Kellogg Avenue Widening

2.2 **BRIEF PROJECT DESCRIPTION - (Sections A through D):**
A. SPECIFIC LOCATION:

Kellogg Avenue from Sutton Avenue to I-275

B. PROJECT COMPONENTS:

Rehabilitation of existing pavement. Widening on south side to provide 2 additional lanes.

C. PHYSICAL DIMENSIONS/CHARACTERISTICS:

Existing roadway is 3 to 4 lanes, varies from 36 to 50 feet in width and 2000 feet in length.

D. DESIGN SERVICE CAPACITY:

IMPORTANT: Detail shall be included regarding current service capacity vs proposed service level. If road or bridge project, include ADT. If water or wastewater project, include current residential rates based on monthly usage of 7,756 gallons per household.

ADT = 18,000 during summer months.

Existing road has capacity problems which result from attendance at several recreational and sports facilities located on Kellogg Avenue east of I-275.

Widening the roadway to provide 2 additional lanes should eliminate this capacity problem.

2.3 **REQUIRED SUPPORTING DOCUMENTATION**

(Photographs/Additional Description; Capital Improvements Report; Priority List; 5-year Plan; 2-year Maintenance of Effort report, etc.) Also discuss the number of temporary and/or fulltime jobs which are likely to be created as a result of this project. Attach Pages. Refer to accompanying instructions for further detail.

3.0 PROJECT FINANCIAL INFORMATION

3.1 PROJECT ESTIMATED COSTS (Round to Nearest Dollar):

| | | |
|----|------------------------------|-------------------|
| a) | Project Engineering Costs: | |
| | 1. Preliminary Engineering | \$ _____ |
| | 2. Final Design | \$ _____ |
| | 3. Construction Supervision | \$ _____ |
| b) | Acquisition Expenses | |
| | 1. Land | \$ _____ |
| | 2. Right-of-Way | \$ _____ |
| c) | Construction Costs | \$ 350,000 |
| d) | Equipment Costs | \$ _____ |
| e) | Other Direct Expenses | \$ _____ |
| f) | Contingencies | \$ _____ |
| g) | TOTAL ESTIMATED COSTS | \$ 350,000 |

3.2 PROJECT FINANCIAL RESOURCES (Round to Nearest Dollar and Percent)

| | Dollars | % |
|-------------------------------------|-------------------|------------|
| a) Local In-Kind Contributions * | \$ _____ | _____ |
| b) Local Public Revenues | \$ 35,000 | 10 |
| c) Local Private Revenues | \$ _____ | _____ |
| d) Other Public Revenues | | |
| 1. ODOT | \$ _____ | _____ |
| 2. FMHA | \$ _____ | _____ |
| 3. OEPA | \$ _____ | _____ |
| 4. OWDA | \$ _____ | _____ |
| 5. CDBG | \$ _____ | _____ |
| 6. Other _____ | \$ _____ | _____ |
| e) OPWC Funds | | |
| 1. Grant | \$ 315,000 | 90 |
| 2. Loan | \$ _____ | _____ |
| 3. Loan Assistance | \$ _____ | _____ |
| f) TOTAL FINANCIAL RESOURCES | \$ 350,000 | 100 |

*

If the required local match is to be 100% In-Kind Contributions, list source of funds to be used for retainage purposes:

3.3 AVAILABILITY OF LOCAL FUNDS

Indicate the status of all local share funding sources listed in section 3.2(a) through 3.4(c). In addition, if funds are coming from sources listed in section 3.2(d), the following information must be attached to this project application:

- 1) The date funds are available;
- 2) Verification of funds in the form of an agency approval letter or agency project number. Please include the name and number of the agency contact person.

3.4 PREPAID ITEMS

Definitions:

| | |
|---------------------|---|
| Cost - | Total Cost of the Prepaid Item. |
| Cost Item - | Non-construction costs, including preliminary engineering, final design, acquisition expenses (land or right-of-way). |
| Prepaid - | Cost items (non-construction costs directly related to the project), paid prior to receipt of fully executed Project Agreement from OPWC. |
| Resource Category - | Source of funds (see section 3.2). |
| Verification - | Invoice(s) and copies of warrant(s) used to for prepaid costs, accompanied by Project Manager's Certification (see section 1.4). |

IMPORTANT: Verification of all prepaid items shall be attached to this project application.

| | <u>COST ITEM</u> | <u>RESOURCE CATEGORY</u> | <u>COST</u> |
|------------------------|------------------|--------------------------|-------------|
| 1) | _____ | _____ | \$ _____ |
| 2) | _____ | _____ | \$ _____ |
| 3) | _____ | _____ | \$ _____ |
| TOTAL OF PREPAID ITEMS | | | \$ _____ |

3.5 REPAIR/REPLACEMENT or NEW/EXPANSION

This section need only be completed If the Project is to be funded by SI2 funds:

| | | |
|---|----------|---------|
| TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT | \$ _____ | _____ % |
| State Issue 2 Funds for Repair/Replacement (Not to Exceed 90%) | \$ _____ | _____ |
| TOTAL PORTION OF PROJECT NEW/EXPANSION | \$ _____ | _____ % |
| State Issue 2 Funds for New/Expansion (Not to Exceed 50%) | \$ _____ | _____ |

4.0 PROJECT SCHEDULE

| | ESTIMATED START DATE | ESTIMATED COMPLETE DATE |
|------------------|---------------------------------|---------------------------------|
| 4.1 ENGR. DESIGN | <u>6</u> / <u>1</u> / <u>90</u> | <u>1</u> / <u>1</u> / <u>91</u> |
| 4.2 BID PROCESS | <u>1</u> / <u>1</u> / <u>91</u> | <u>3</u> / <u>1</u> / <u>91</u> |
| 4.3 CONSTRUCTION | <u>3</u> / <u>1</u> / <u>91</u> | <u>6</u> / <u>1</u> / <u>91</u> |

5.0 APPLICANT CERTIFICATION

The Applicant Certifies That:

As the official representative of the Applicant, the undersigned certifies that: (1) he/she is legally empowered to represent the applicant in both requesting and accepting financial assistance as provided under Chapter 164 of the Ohio Revised Code and 164-1 of the Ohio Administrative Code; (2) that to the best of his/her knowledge and belief, all representations that are a part of this application are true and correct; (3) that all official documents and commitments of the applicant that are a part of this application have been duly authorized by the governing body of the Applicant; (4) and, should the requested financial assistance be provided, that in the execution of this project, the Applicant will comply with all assurances required by Ohio law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT: Applicant certifies that physical construction on the project as defined in this application has not begun, and will not begin, until a Project Agreement on this project has been issued by the Ohio Public Works Commission. Action to the contrary is evidence that OPWC funds are not necessary to complete this project.

IMPORTANT: In the event of a project cost underrun, applicant understands that the identified local match share (sections 3.2(a) through 3.2(c)) will be paid in full toward completion of this project. Unneeded OPWC funds will be returned to the funding source from which the project was financed.

Michael Bierman, Acting City Manager

Certifying Representative (Type Name and Title)

Signature/Date Signed

9/14/90

Applicant shall check each of the statements below, confirming that all required information is included in this application:

☒

A five-year Capital Improvements Report as required in 164-1-31 of the Ohio Administrative Code and a two-year Maintenance of Local Effort Report as required in 164-1-12 of the Ohio Administrative Code.

☒

A registered professional engineer's estimate of useful life as required in 164-1-13 of the Ohio Administrative Code. Estimate shall contain engineer's original seal and signature.

☒

A registered professional engineer's estimate of cost as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimate shall contain engineer's original seal and signature.

☒

A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and to execute contracts.

☒ YES
☐ N/A

A copy of the cooperation agreement(s) (for projects involving more than one subdivision or district).

☒ YES
☐ N/A

Copies of all invoices and warrants for those items identified as "pre-paid" in section 4.4 of this application.

6.0 DISTRICT COMMITTEE CERTIFICATION

The District Integrating Committee for District Number 2 Certifies That:

As the official representative of the District Public Works Integrating Committee, the undersigned hereby certifies: that this application for financial assistance as provided under Chapter 164 of the Ohio Revised Code has been duly selected by the appropriate body of the District Public Works Integrating Committee; that the project's selection was based entirely on an objective, District-oriented set of project evaluation criteria and selection methodology that are fully reflective of and in conformance with Ohio Revised Code Sections 164.05, 164.06, and 164.14, and Chapter 164-1 of the Ohio Administrative Code; and that the amount of financial assistance hereby recommended has been prudently derived in consideration of all other financial resources available to the project. As evidence of the District's due consideration of required project evaluation criteria, the results of this project's ratings under such criteria are attached to this application.

DONALD C. SCHRAMM, CHAIRMAN DISTRICT #2 INTEGRATING COMMITTEE

Certifying Representative (Type Name and Title)

Donald C. Schramm 11/2/80

Signature/Date Signed

TWO YEAR MAINTENANCE OF LOCAL EFFORT REPORT
CINCINNATI CAPITAL IMPROVEMENT BUDGET, 1988

| <u>PROJECT NAME</u> | <u>PROJECT TYPE</u> | <u>FUNDING SOURCE</u> | <u>FUNDING AMOUNT</u> |
|--|---------------------------------|--------------------------------------|-----------------------|
| Street Rehabilitation | Rehabilitation | Street Improvement Bond Fund | \$ 7,750,000 |
| Street Rehabilitation | Rehabilitation | Income Tax Perm. Improvement Fund | \$ 1,850,000 |
| Southside Avenue Bridge Replacement | Replacement | Income Tax Perm. Improvement Fund | \$ 1,426,000 |
| Eggleston Avenue Improvement | Widening & Channelizing | Income Tax Perm. Improvement Fund | \$ 325,000 |
| Bridge Investment Protection Program | Rehabilitation | Income Tax Perm. Improvement Fund | \$ 125,000 |
| Wall Stabilization & Landslide Correction | Rehabilitation & Replacement | Income Tax Perm. Improvement Fund | \$ 500,000 |
| City Sidewalks, Drives, Etc. | Replacement | Income Tax Perm. Improvement Fund | \$ 375,000 |
| City Hillside Stair Renovation | Rehabilitation & Replacement | Income Tax Perm. Improvement Fund | \$ 50,000 |
| Impract Attenuators | Installation | Income Tax Perm. Improvement Fund | \$ 50,000 |
| Hopple-Beekman- Westwood Northern Blvd. Intersection | Widening | Income Tax Perm. Improvement Fund | \$ 100,000 |
| Bridge Rehabilitation | Rehabilitation | Income Tax Perm. Improvement Fund | \$ 310,000 |

SEPTEMBER 14, 1990

TWO YEAR MAINTENANCE OF LOCAL EFFORT REPORT
CINCINNATI CAPITAL IMPROVEMENT BUDGET, 1989

| <u>PROJECT NAME</u> | <u>PROJECT TYPE</u> | <u>FUNDING SOURCE</u> | <u>FUNDING AMOUNT</u> |
|--|---------------------------------|---|-----------------------|
| Hopple-Beekman- Westwood Northern Blvd. Intersection | Widening | Street Improvement Bond Fund (from Issue 1 Funds) | \$ 315,000 |
| Monastery Street | Hillside Stabilization | Income Tax Perm. Improvement Fund | \$ 300,000 |
| Guerley Road | Widening | Street Improvement Bond Fund | \$ 50,000 |
| Street Rehabilitation | Rehabilitation | Street Improvement Bond Fund | \$ 1,710,000 |
| City Sidewalks, Drives, Etc. | Replacement | Street Improvement Bond Fund | \$ 200,000 |
| City Hillside Stair Renovation | Rehabilitation & Replacement | Street Improvement Bond Fund | \$ 190,000 |
| Wall Stabilization & Landslide Correction | Rehabilitation & Replacement | Street Improvement Bond Fund | \$ 500,000 |
| Belmont Avenue | Widening | Income Tax Perm. Improvement Fund | \$ 300,000 |
| Brighton Connection | Intersection Improvement | Income Tax Perm. Improvement Fund | \$ 400,000 |
| Calhoun Street | Widening | Street Improvement Bond Fund | \$ 100,000 |
| Clifton Avenue | Realignment | Street Improvement Bond Fund | \$ 150,000 |
| Elberon Avenue | Landslide Correction | Street Improvement Bond Fund | \$ 60,000 |

TWO YEAR MAINTENANCE OF LOCAL EFFORT REPORT

| | | | |
|---|----------------------|------------------------------|------------|
| Hamilton Avenue | Widening | Street Improvement Bond Fund | \$ 200,000 |
| Maryland Avenue | Landslide Correction | Street Improvement Bond Fund | \$ 100,000 |
| Queen City Avenue | Widening | Street Improvement Bond Fund | \$ 700,000 |
| Rapid Transit Tubes Under Central Parkway | Rehabilitation | Street Improvement Bond Fund | \$ 300,000 |
| Stadium/Coliseum Bridges | Rehabilitation | Street Improvement Bond Fund | \$ 120,000 |
| Waits Avenue | Widening | Street Improvement Bond Fund | \$ 50,000 |
| Waldvogel Viaduct | Rehabilitation | Street Improvement Bond Fund | \$ 200,000 |
| Warsaw/Waldvogel Ramp | Landslide Correction | Street Improvement Bond Fund | \$ 130,000 |
| Groesbeck Road | Widening | Street Improvement Bond Fund | \$ 100,000 |
| U.S. 50/Sixth Street Expressway | Rehabilitation | Street Improvement Bond Fund | \$ 100,000 |

SEPTEMBER 14, 1990

TWO YEAR MAINTENANCE OF LOCAL EFFORT REPORT
CINCINNATI CAPITAL IMPROVEMENT BUDGET, 1990

| <u>PROJECT NAME</u> | <u>PROJECT TYPE</u> | <u>FUNDING SOURCE</u> | <u>FUNDING AMOUNT</u> |
|--|---------------------------------|--------------------------------------|-----------------------|
| Street Rehabilitation | Rehabilitation | Street Improvement Bond Fund | \$ 5,200,000 |
| Street Rehabilitation | Rehabilitation | Income Tax Perm. Improvement Fund | \$ 110,000 |
| Southside Avenue Bridge Replacement | Replacement | Income Tax Perm. Improvement Fund | \$ 100,000 |
| Queen City and LaFeuille | Intersection Improvement | Income Tax Perm. Improvement Fund | \$ 325,000 |
| Bridge Investment Protection Program | Rehabilitation | Income Tax Perm. Improvement Fund | \$ 60,000 |
| Wall Stabilization & Landslide Correction | Rehabilitation & Replacement | Income Tax Perm. Improvement Fund | \$ 400,000 |
| City Sidewalks, Drives, Etc. | Replacement | Street Improvement Bond Fund | \$ 300,000 |
| City Hillside Stair Renovation | Rehabilitation & Replacement | Street Improvement Bond Fund | \$ 290,000 |
| Lincoln, Alms and M.L. King | Intersection Improvemtnt | Street Improvement Bond Fund | \$ 310,000 |
| Cinti-Newport Bridge Approach | Widening | Income Tax Perm. Improvement Fund | \$ 550,000 |
| Bridge Rehabilitation | Rehabilitation | Income Tax Perm. Improvement Fund | \$ 1,300,000 |

TWO YEAR MAINTENANCE OF LOCAL EFFORT REPORT

| | | | |
|---|----------------|--------------------------------------|------------|
| Stadium/Coliseum Bridges | Rehabilitation | Income Tax Perm. Improvement Fund | \$ 80,000 |
| Sixth St. Expressway Millcreek to I-75 | Rehabilitation | Income Tax Perm. Improvement Fund | \$ 300,000 |
| Waldvogel Viaduct | Rehabilitation | Street Improvement | \$ 500,000 |

City of Cincinnati



Department of Public Works
Division of Engineering

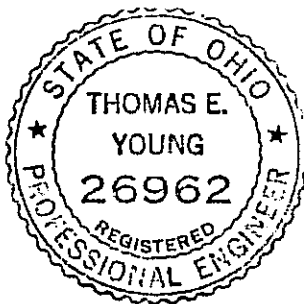
Room 440, City Hall
801 Plum Street
Cincinnati, Ohio 45202

George Rowe
Director
Thomas E. Young
City Engineer

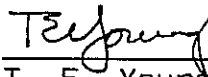
September 14, 1990

Subject: Kellogg Avenue Widening
Sutton to I-275
Certification of Useful Life of Issue 2 OPWC Projects

As required by Chapter 164-1-13 of the Ohio Administrative Code,
I hereby certify that the design useful life of the subject
street widening project is at least twenty (20) years.



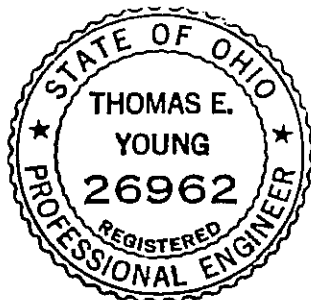
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T. E. Young, P.E.
City Engineer
City of Cincinnati

1991 STREET REHABILITATION, STATE ISSUE #2
Kellogg Avenue

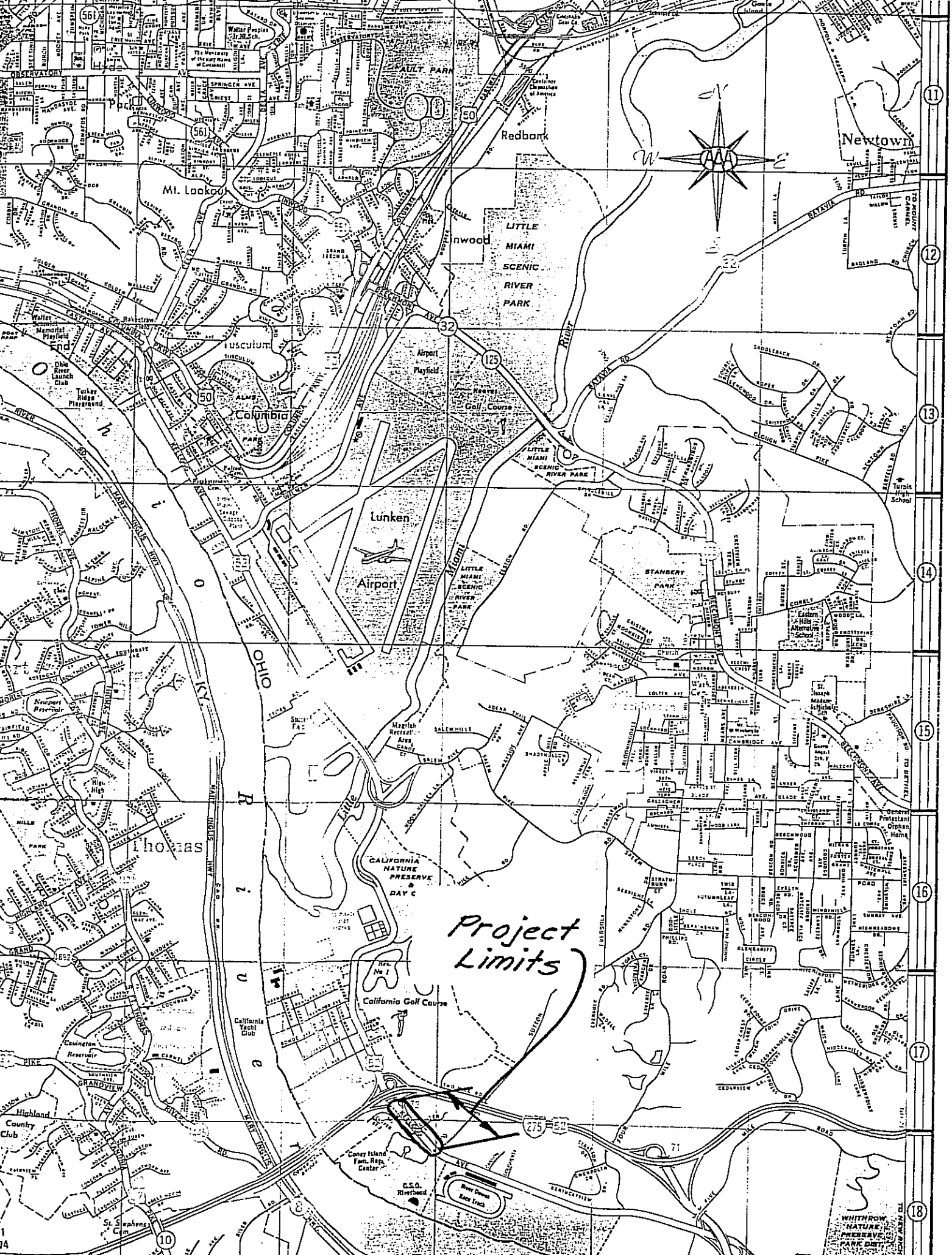
| REF. | ITEM NO. | ESTIMATED QUANTITIES | DESCRIPTION | EST. UNIT PRICE | ESTIMATED COST |
|------------|----------|-------------------------|--------------------------------------|--------------------|-------------------|
| 1 | 103.05 | Lump Sum | Contract Bond | | \$5,225.00 |
| 2 | Special | 450 s.y. | Part Depth Pavt. Rep(Conc. Pavt.) | \$27.00 | \$12,150.00 |
| 3 | Special | 150 c.y. | Maintenance Patching | \$80.00 | \$12,000.00 |
| 4 | Special | 100 l.f. | Connection Pipe Cleaned | \$10.00 | \$1,000.00 |
| 5 | 202 | 7,000 s.y. | Wearing Course Removed | \$1.50 | \$10,500.00 |
| 6 | 202 | 1,000 l.f. | Concrete Curb Removed | \$5.00 | \$5,000.00 |
| 7 | 202 | 500 l.f. | Remove and Reset Fence | \$8.00 | \$4,000.00 |
| 8 | 203 | 1,200 c.y. | Excavation | \$35.00 | \$42,000.00 |
| 9 | 203 | 2,200 s.y. | Subgrade Compaction | \$35.00 | \$77,000.00 |
| 10 | 203 | 3 hrs. | Proof Rolling | \$35.00 | \$105.00 |
| 11 | 205 | 5 tons | Special Fill Material | \$18.00 | \$90.00 |
| 12 | 304 | 100 c.y. | Aggregate Base | \$25.00 | \$2,500.00 |
| 13 | 305 | 2,200 s.y. | 9" Concrete Base | \$25.00 | \$55,000.00 |
| 14 | 403 | 250 c.y. | Asphalt Concrete Intermediate Course | \$62.00 | \$15,500.00 |
| 15 | 403 | 100 c.y. | Asphalt Concrete Leveling Course | \$62.00 | \$6,200.00 |
| 16 | 404 | 250 c.y. | Asphalt Concrete Surface Course | \$62.00 | \$15,500.00 |
| 17 | 603 | 70 l.f. | 12" Conduit, Type "H" | \$30.00 | \$2,100.00 |
| 18 | 604 | 4 ea. | DGI | \$1,500.00 | \$6,000.00 |
| 19 | 604 | 4 ea. | Manhole Adjust to Grade W/O Ring | \$175.00 | \$700.00 |
| 20 | 604 | 4 ea. | Valve Chambers Adjust W/O Ring | \$175.00 | \$700.00 |
| 21 | 604 | 4 ea. | DGI Adjusted To Grade | \$230.00 | \$920.00 |
| 22 | 608 | 1 ea. | Handicap Ramp | \$150.00 | \$150.00 |
| 23 | 608 | 3,900 s.f. | Concrete Walk | \$4.00 | \$15,600.00 |
| 24 | 609 | 907 l.f. | Concrete Curb ,Type B-1 | \$10.00 | \$9,070.00 |
| 25 | 609 | 80 l.f. | Concrete Curb ,Type B-3 | \$15.00 | \$1,200.00 |
| 26 | 619 | Lump Sum | Field Office | | \$3,000.00 |
| 27 | 660 | 250 l.f. | Sawing Concrete | \$1.00 | \$250.00 |
| 28 | 660 | 550 s.y. | Sodding with Topsoil | \$2.00 | \$1,100.00 |
| 29 | 1125 | 4 ea. | Reset Ex. Valve Box W/O Adjusters | \$110.00 | \$440.00 |
| 30 | 1113 | 2 ea. | Relocating Existing Fire Hydrant | \$2,500.00 | \$5,000.00 |
| 31 | Special | Lump Sum | Traffic Signal Work | | \$40,000.00 |
| Total Cost | | | | | \$350,000.00 |



T. E. Young
T. E. Young, P. E.
City Engineer
City of Cincinnati

3.3 AVAILABILITY OF LOCAL FUNDS

LOCAL SHARE OF THE PROJECT COSTS WILL COME FROM CAPITAL IMPROVEMENT FUNDS WHICH WILL BE APPROVED AS PART OF THE CITY'S 1991 BUDGET. CAPITAL FUNDS COME FROM CITY INCOME TAX REVENUE AND THE SALE OF BONDS.



SUPPORTING INFORMATION

TEMPORARY JOBS:

This project will result in temporary employment due to construction work. Approximately ten (10) to fifteen (15) short-term construction jobs will be created as a result of this project.

FULL-TIME JOBS:

We are not able to foresee any new, full-time employment as a result of this project.

ADDITIONAL SUPPORT INFORMATION

For 1991, jurisdictions shall complete the State application form for Issue 2, Small Government, or Local Transportation Improvement Program (LTIP) funding. In addition, the District 2 Integrating Committee requests the following information to determine which projects are funded. Do NOT request a specific type of funding desired, as this is decided by the District Integrating Committee.

1. Of the total infrastructure within the jurisdiction which is similar to the infrastructure of this project, what percentage can be classified as being in poor condition, adequacy and/or serviceability?

Typical examples are:

Road percentage= $\frac{\text{Miles of road that are in poor condition}}{\text{Total miles of road within jurisdiction}}$

Storm percentage= $\frac{\text{Miles of storm sewers that are in poor condition}}{\text{Total miles of storm sewers within jurisdiction}}$

Bridge percentage= $\frac{\text{Number of bridges that are in poor condition}}{\text{Number of bridges within jurisdiction}}$

Road Percentage = $\frac{\text{Miles Poor}}{\text{Total Miles}} = \frac{200}{915} = 21.9\%$

2. What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, base condition on latest general appraisal and condition rating.

| | | | |
|--------|--------------|------|-------|
| Closed | _____ | Poor | _____ |
| Fair | <u> X </u> | Good | _____ |

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

Existing roadway has capacity problems which result from attendance
at various recreational and sports facilities located along Kellogg
east of I-275

3. If State Issue 2 funds are awarded, how soon (in weeks or months) after completion of the agreement with OPWC would the opening of bids occur?

1 month

Please indicate the current status of the project development by circling the appropriate answers below.

- | | | | |
|--|-----|----|-----|
| a) Has the Consultant been selected?..... | Yes | No | N/A |
| b) Preliminary development or engineering completed? | Yes | No | N/A |
| c) Detailed construction plans completed?..... | Yes | No | N/A |
| d) All right-of-way acquired?..... | Yes | No | N/A |
| e) Utility coordination completed?..... | Yes | No | N/A |

Give estimate of time, in weeks or months, to complete any item above not yet completed.

Within 1 months of approval by OPWC, all above work will be completed so that project can be awarded in early 1991.

4. How will the proposed infrastructure activity impact the general health, welfare, and safety of the service area? (Typical examples include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, and commerce.)

Will provide better access to Coney Island, Riverbend Music Center and River Downs. Will reduce accident rate and emergency response time.

5. For any project involving GRANTS, the local jurisdiction must provide a MINIMUM OF 10% of the anticipated construction cost. Additionally, the local jurisdiction must pay 100% of the costs of preliminary engineering, inspection of construction, and right-of-way acquisition. If a project is to be funded under Issue 2 or Small Government, the costs of any betterment/expansion are 100% local. Local matching funds must either be currently on deposit with the jurisdiction, or certified as having been approved or encumbered by an outside agency (MRF, CDBG, etc.). Proposed funding must be shown on the Project Application under Section 3.2, "Project Financial Resources". For a project involving LOANS or CREDIT ENHANCEMENTS, 100% of construction costs are eligible for funding, with no local match required.

What matching funds are to be used for this project? (i.e. Federal, State, MRF, Local, etc.)

Local Capital Improvement Bond Funds.

To what extent are matching funds to be utilized, expressed as a percentage of anticipated CONSTRUCTION costs?

10%

6. Has any formal action by a federal, state, or local government agency resulted in a complete ban or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of new building permits.) **THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE CONSIDERED VALID.**

COMPLETE BAN _____

PARTIAL BAN _____

NO BAN X

Will the ban be removed after the project is completed? YES_____ NO_____

Document with specific information explaining what type of ban currently exists and the agency that imposed the ban.

7. What is the total number of existing users that will benefit as a result of the proposed project? Use appropriate criteria such as households, traffic counts, ridership figures for public transit, daily users, etc., and equate to an equal measurement of users:

ADT = 18,000 during summer USERS = 21,600 during summer months

For roads and bridges, multiply current documented Average Daily Traffic by 1.2 occupants per car (I.T.E. estimated conversion factor) to determine users per day. Ridership figures for public transit must be documented. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by four (4) to determine the approximate number of users per day.

8. The Ohio Public Works Commission requires that all jurisdictions applying for project funding develop a five year overall Capital Improvement Plan that shall be updated annually. The Plan is to include an inventory and condition survey of existing capital improvements, and a list detailing a schedule for capital improvements and/or maintenance. Both Five-Year Overall and Five-Year Issue 2 Capital Improvement Plans are required.

Copies of these Plans are to be submitted to the District Integrating Committee at the same time the Project Application is submitted.

9. Is the infrastructure to be improved part of a facility that has regional significance? (Consider the number of jurisdictions served, size of service area, trip lengths, functional classification, and length of route.) Provide supporting information.

This street is part of the Federal Aid Urban System and is classified as a minor arterial. Provides access to Coney Island, Riverbend and River Downs. Very significant regional impact.

OHIO INFRASTRUCTURE BOND PROGRAM (ISSUE 2)
LOCAL TRANSPORTATION IMPROVEMENT PROGRAM (LTIP)
DISTRICT 2 - HAMILTON COUNTY
1991 PROJECT SELECTION CRITERIA

JURISDICTION/AGENCY: CINCINNATI

PROJECT IDENTIFICATION:

KELLOGG AVENUE

PROPOSED FUNDING:

NEEDS COST SPLIT FOR BETTERMENT

ELIGIBLE CATEGORY:

POINTS

- 10 1) Type of project
10 Points - Bridge, road, stormwater
5 Points - All other projects
- 10 2) If Issue 2/LTIP funds are granted, how soon after the Project Agreement is completed would a construction contract be awarded? (Even though the jurisdictions will be asked this question, the Support Staff will assign points based on engineering experience.)
10 Points - Will definitely be awarded in 1991
5 Points - Some doubt whether it can be awarded in 1991
0 Points - No way it can be awarded in 1991
- 5 3) What is the condition of the infrastructure to be replaced or repaired? For bridges, base condition on latest general appraisal and condition rating.
15 Points - Poor condition
10 Points - Fair to Poor condition
5 Points - Fair condition

NOTE: If infrastructure is in "good" or better condition, it will NOT be considered for Issue 2/LTIP funding, unless it is a betterment project that will improve serviceability.

- 5
- 4) If the project is built, what will be its effect on the facility's serviceability?

5 Points - Will significantly effect serviceability
4 Points -
3 Points - Will moderately effect serviceability
2 Points -
1 Point - Will have little or no effect on serviceability

- 4
- 5) Of the total infrastructure within the jurisdiction which is similar to the infrastructure of this project, what portion can be classified as being in poor or worse condition, and/or inadequate in service?

10 Points - 50% and over
8 Points - 40% to 49%
6 Points - 30% to 39%
4 Points - 20% to 29%
2 Points - 10% to 19%
0 Points - Less than 10%

- 8
- 6) How important is the project to the health, welfare, and safety of the public and the citizens of the District and/or the service area?

10 Points - Significant importance
8 Points -
6 Points - Moderate importance
4 Points -
2 Points - Minimal importance

- 6
- 7) What is the overall economic health of the jurisdiction?

10 Points - Poor
8 Points -
6 Points - Fair
4 Points -
2 Points - Excellent

- 1
- 8) What matching funds are being committed to the project, expressed as a percentage of the TOTAL CONSTRUCTION COST? Matching funds may be local, Federal, ODOT, MRF, etc. or a combination of funds.

5 Points - More than 50%
4 Points - 40% to 49.9%
3 Points - 30% to 39.9%
2 Points - 20% to 29.9%
1 Point - 10% to 19.9%

MINIMUM 10% MATCHING FUNDS REQUIRED

- 0
- 9) Has any formal action by a Federal, State, or local governmental agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? Examples include weight limits on structures and moratoriums on building permits in a particular area due to local flooding downstream. Points can be awarded ONLY if construction of the project being rated will cause the ban to be removed.

10 Points - Complete ban
5 Points - Partial ban
0 Points - No ban

- 10
- 10) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria includes traffic counts & households served, when converted to a measurement of persons. Public transit users are permitted to be counted for roads and bridges, but only when certifiable ridership figures are provided.

10 Points - 10,000 and Over
8 Points - 7,500 to 9,999
6 Points - 5,000 to 7,499
4 Points - 2,500 to 4,999
2 Points - 2,499 and Under

- 5
- 11) Does the infrastructure have regional impact? Consider originations & destinations of traffic, size of service area, number of jurisdictions served, functional classification, etc.

5 Points - Major impact
4 Points -
3 Points - Moderate impact
2 Points -
1 Point - Minimal or no impact

TOTAL AVAILABLE = 100 POINTS

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